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Hongkong, 3rd October, 1906. [a123]

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Hongkong, 27th August, 1906. [a184]

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Hongkong, 29th September, 1906. [30]

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The Daily Press.

HONGKONG, OCTOBER 18TH, 1906.

ALTHOUGH nothing momentous is likely to happen as a result of it, a recent article in the *Financial Review of Reviews* seems to be giving rise to a good deal of discussion. Suggestions for state-owned this and state-managed that are by no means rare, and the neighbouring country of Japan is taking a leading part in such experiments, with results which have as yet scarcely had time to show themselves. Some say the state enterprises are doing well; others aver the contrary. For a long time the British Post Office was the pet object lesson of state socialists, but they are probably now a little tired of it. There is something more fascinating about the suggestion in the article cited above, which is nothing more or less than that all insurance companies should be merged under state management. Here also Japan has practically gone further than any other country, although it has as yet refrained from putting insurance on a footing with tobacco and railways. The author of the latest suggestion has many arguments for it, but his trump card is undoubtedly the addition of about twelve millions to the national revenue. He is one of those who share the mild mania of desiring to extinguish the National Debt, but if we do not all agree with him, he is prepared to allow us to apply insurance profits in other ways, one bait held out being a possible substantial reduction of the income tax. First of all he dwells on the amazing profitability of insurance, and quotes an eminent actuarial authority to the effect that nothing in the commercial world equals or even approaches the security of a

well-established insurance office. According to the last annual return of Life Assurance business, issued by Government, there was a return of over a million on a capital outlay of about fourteen millions; say something over seven per cent. "The figure is a very striking one, and it appears the more significant when we remember that all companies, good, bad, and indifferent, which come within the provisions of Section 10 of 'The Life Assurance Companies Act, 1870,' are included in the return. It is probable that no other interest or industry in the country could show collectively such a handsome yield on its capital." The writer quoted claims that under Government management this return would be greatly increased, as it has been made under the existing competitive system in spite of the extremely costly system of working involved. He figures roughly that nearly a quarter of the total premium income of the Life Insurance Companies is spent on managerial and office expenses, and on commission. In the case of Fire Offices, he puts the proportion still larger. The best feature of British companies, so far as the public takes interest in the matter, has always appeared to be their very substantial reserves, but the writer considers them overgrown. He would reduce them one half. He suggests that they spell high rates as well as security, and he would allow Government a less reserve, and expect it to insure at lower rates. This, we suppose, will be the weak place in his armour, if the experts consider him worth fighting. He is interesting when giving his opinion of the present system, as the following extract from a summary of his essay may show. "The companies", he declares, "work on a basis theoretically sound, but in practice fallacious. The mortality tables are out of date. As a rule they go back to 1872, since which year sanitary science has made such strides that the death-rate has been materially reduced and the average duration of life prolonged. The calculations of the companies, moreover, are not based on the selected lives with which they usually deal, but on those of the general population, including, of course, the notoriously short-lived. Consequently, they are constantly paying enormously less in death-claims than they expected, or might have expected. Twenty years ago one of the largest companies testified to its deaths one year being 25 per cent below the number expected. Again, the average duration of a policy in a British company is only five years, and lapsed policies outnumber those on which claims are paid by two to one. Yet companies still calculate on the assumption that every policy will mature". The "epidemic" argument is used to justify these hoards; but the writer does not think it does justify them nowadays. He seems to overlook the obvious reflection that we can never know when surprises are in store for the insurance world. The current year is an example, with San Francisco, Valparaiso, and our own Hongkong trouble; and no, one can promise that there will never again be a vast epidemic or series of epidemics. On his argument that the proposal is not a revolutionary one, or altogether without precedent, he is on safer ground, but we take it in view of recent re-action and disclosures that his citations of gas, electricity, telephones, etc., are none too happy. New Zealand appears to have actually adopted his suggestion before he made it, but that enterprising Colony is the despair of all argumentative people. It seems capable of demonstrating anything. Germany and Japan are expected to follow New Zealand's example, however, and this writer would like to see Great Britain in the van, substituting one well-equipped central office for the numerous headquarters existing now, and economising on administration. Even allowing seven per cent as expenses of State insurance, he calculates a saving of more than thirteen millions sterling. The way to effect the change would be easy, in his opinion. Calculating on a thirty years' purchase of the net earnings of the present system (but arbitrators would scarcely be as ready with their decision as he), the price of all the Life companies would be about thirty and a half millions sterling, and of the Five companies another twenty millions. He prefers to leave the treatment of mutual offices, and of accumulated profits and reserves, to the tribunal of arbitration. He is vague as to compensation for the enormous army of employees, suggesting that one million per annum "for a series of years" would be a safe estimate. So it would, in one way, but meanwhile the superintendence of the company's establishment at Bombay will now be filled by Mr. A. M. Symes.

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The Admiralty have decided, with the King's approval, that a new pattern white helmet is to be adopted as the uniform pattern for officers of the Fleet. Officers may, however, wear the old pattern helmet until a new one is required. This evening at the Union Church Literary Club there will be a Debate on the following question: "Should the destruction of non-criminals under any circumstances be legalized?" The debate will be opened by Mr. H. L. Garrett at 9 p.m. sharp and the Chairman will be Mr. Frank Browne.

News was received at Instow, North Devon, where his family reside, that Rear-Adm. Sir Edward Chichester was lying seriously ill with pneumonia at Gibraltar. It was later stated that Sir E. Chichester had been suffering from an attack of bronchitis, not pneumonia, but was making good progress.

His Majesty's Secretary of State for Foreign Affairs received a telegram, dated the 12th September, from his Majesty's Chargé d'Affaires at Peking informing him that the Japanese troops had been withdrawn from the Feng-tien (Mukden) Province, and that the following places had been opened to international trade, viz., Tschilting, Tung-ching-tzu, and Fa-ku-men.

Penang is the first Far Eastern settlement to take up push-ball, so far as we know. The *Gazette* says: "The novelty of a game of push-ball—one of many inventions in the way of outdoor pastimes that has had its origin in America—drew quite a large crowd to the Esplanade yesterday afternoon. The appearance of the huge sphere likewise proved an irresistible attraction to the natives, who seemed to extract as much amusement from the game as the European spectators."

The election of Father Wernz as the new General of the Jesuits has excited unusual interest, and a great, not to say perhaps unusual, significance has been attached to its political aspect. It is no disengagement to the Society of Jesus to say that all this curiosity is not simply the result of their own importance as an Order, large as their influence actually is, and larger still as it is believed to be by many credulous people, the election of Father Wernz would not have aroused a tithe of the attention it has done, if the political situation had not made it a matter of special interest testified to its deaths one year being 25 per cent below the number expected. Again,

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The Admiralty have decided, with the King's approval, that a new pattern white helmet is to be adopted as the uniform pattern for officers of the Fleet. Officers may, however, wear the old pattern helmet until a new one is required. This evening at the Union Church Literary Club there will be a Debate on the following question:

"Should the destruction of non-criminals under any circumstances be legalized?" The debate will be opened by Mr. H. L. Garrett at 9 p.m. sharp and the Chairman will be Mr. Frank Browne.

News was received at Instow, North Devon, where his family reside, that Rear-Adm. Sir Edward Chichester was lying seriously ill with pneumonia at Gibraltar. It was later stated that Sir E. Chichester had been suffering from an attack of bronchitis, not pneumonia, but was making good progress.

His Majesty's Secretary of State for Foreign Affairs received a telegram, dated the 12th September, from his Majesty's Chargé d'Affaires at Peking informing him that the Japanese troops had been withdrawn from the Feng-tien (Mukden) Province, and that the following places had been opened to international trade, viz., Tschilting, Tung-ching-tzu, and Fa-ku-men.

Penang is the first Far Eastern settlement to take up push-ball, so far as we know. The *Gazette* says: "The novelty of a game of push-ball—one of many inventions in the way of outdoor pastimes that has had its origin in America—drew quite a large crowd to the Esplanade yesterday afternoon. The appearance of the huge sphere likewise proved an irresistible attraction to the natives, who seemed to extract as much amusement from the game as the European spectators."

The election of Father Wernz as the new General of the Jesuits has excited unusual

interest, and a great, not to say perhaps unusual, significance has been attached to its political aspect. It is no disengagement to the Society of Jesus to say that all this curiosity is not simply the result of their own importance as an Order, large as their influence actually is, and larger still as it is believed to be by many credulous people, the election of Father Wernz would not have aroused a tithe of the attention it has done, if the political situation had not made it a matter of special interest testified to its deaths one year being 25 per cent below the number expected. Again,

the average duration of a policy in a British company is only five years, and lapsed policies outnumber those on which claims are paid by two to one. Yet companies still calculate on the assumption that every policy will mature". The "epidemic" argument is used to justify these hoards; but the writer does not think it does justify them nowadays. He seems to overlook the obvious reflection that we can never know when surprises are in store for the insurance world. The current year is an example, with San Francisco, Valparaiso, and our own Hongkong trouble; and no, one can promise that there will never again be a vast

epidemic or series of epidemics. On his argument that the proposal is not a revolutionary one, or altogether without precedent, he is on safer ground, but we take it in view of recent re-action and disclosures that his citations of gas, electricity, telephones, etc., are none too happy. New Zealand appears to have actually adopted his suggestion before he made it, but that enterprising Colony is the despair of all argumentative people. It seems capable of demonstrating anything. Germany and Japan are expected to follow New Zealand's example, however, and this writer would like to see Great Britain in the van, substituting one well-equipped central office for the numerous headquarters existing now, and economising on administration. Even allowing seven per cent as expenses of State insurance, he calculates a saving of more than thirteen

MR. "JOHN SMITH" OF CHINA.

The following very readable article by "Sloane" appeared in the Shanghai *Mirror*:

"The Philistine only goes to the conditions of life which are in his own but he also demands that the rest of mankind should fashion its mode of existence after his own." —Gotho.

Mr. W. Stodd once asked: "What is the secret of Mario Corelli's popularity?" His answer was: "Like author, like reader, because the John Smiths who read her novels live in the most authoritative exponent of the Universe in which they live, move and have their being." What Mario Corelli is to the John Smiths in Great Britain, the Rev. Arthur Smith is to the John Smiths in China.

Now the difference between the really educated person and the half-educated one is this. The really educated person wants to read books which will tell him the real truth about a thing, whereas the half-educated person prefers to read books which will tell him what he wants the thing to be, what the thing should be. John Smith in China wants very much to be a superior person to the Chinaman and the Rev. Arthur Smith writes a book to prove conclusively that he, John Smith, is a very much superior person to the Chinaman. Therefore, the Rev. Arthur Smith is a person very dear to John Smith, and the "Chinese Characteristics" become a Bible to John Smith.

But Mr. W. Stodd says, "It is John Smith and his neighbours who now rule the British Empire." Consequently we have lately taken the trouble to read the books which furnish John Smith with his ideas on China and the Chinese.

The Autocrat at the Breakfast Table classified minds under the heads of arithmetical and algebraical intellects. "All economical and practical wisdom," he observes, "is an extension or variation of the arithmetical formula $2+2=4$. Every philosophical proposition has the more general character of the expression $a+b=c$. Now the whole family of John Smith belong decidedly to the category of minds which the Autocrat calls arithmetical and practical. John Smith's father, John Smith senior, alias John Bull, made his fortune with the simple formula $2+2=4$. John Bull came to China to sell his Manchester goods and to make money and he got on very well with John Chinaman because both he and John Chinaman understood and agreed perfectly upon the formula $2+2=4$. But John Smith who now rules the British Empire comes out to China with his head filled with $a+b=c$ which he does not understand—and not content to sell his Manchester goods, wants to civilise the Chinese or, as he expresses it, to "spread Anglo-Saxon ideals." The result is that John Smith goes on very badly with John Chinaman and, what is worse, under the civilising influence of John Smith's $a+b=c$ Anglo-Saxon ideals, John Chinaman, instead of being a good, honest, steady customer for Manchester goods, neglects his business, goes to Chang Suo's Gardens to celebrate the Constitution, in fact becomes a mad, raving reformer.

I have lately, by the help of Mr. Putman Weale's "Reshaping of the Far East" and other books, tried to compile a Catechism of Anglo-Saxon Ideals for the use of Chinese students. The result, so far, is something like this:

1.—What is the chief end of man?

The chief end of man is to glorify the British Empire.

2.—Do you believe in God?

Yes, when I go to Church.

3.—What do you believe in when you are not in Church?

I believe in interests—in what will pay.

4.—What is justification by faith?

To believe in everyone for himself.

5.—What is justification by works?

Put money in your pocket.

6.—What is Heaven?

Heaven means to be able to live in Bubbling Well Road and drive in victories.

7.—What is Hell?

Hell means to be unsuccessful.

8.—What is a state of human perfectibility?

Sir Robert Hart's Custom Service in China.

9.—What is blasphemy?

To say that Sir Robert Hart is not a great man of genius.

10.—What is the most heinous sin?

To obstruct British trade.

11.—For what purpose did God create the 400 million Chinese?

For the British to trade upon.

12.—What form of prayer do you use when you pray?

We thank Thee, O Lord, that we are not the wicked Romans and brutal Germans who want to partition China.

13.—Who is the great Apostle of the Anglo-Saxon Ideals in China?

Dr. Morrison, the Times Correspondent in Peking.

It may be a libel to say that the above is a true statement of Anglo-Saxon ideals, but any one who will take the trouble to read Mr. Putman Weale's book will not deny that the above is a fair representation of the Anglo-Saxon ideals of Mr. Putman Weale and John Smith who reads Mr. Putman Weale's books.

The most curious thing about the matter is that the civilising influence John Smith's Anglo-Saxon ideals is really taking effect in China. Under the influence of John Chinaman too is now wanting to glorify the Chinese Empire. The old Chinese literati with his eight-legged essay was a barefooted humbug. But foreigners will find to their cost that the new Chinese literati who under the influence of John Smith's Anglo-Saxon ideals is clamouring for a constitution is likely to become an intolerable and dangerous nuisance. In the end I fear John Bull Senior will not only find his Manchester goods trade ruined, but he will even put to the expense of sending out a General Gordon or Lord Kitchener to shoot his poor old friend John Chinaman who has become non-compliant under the civilising influence of John Smith's Anglo-Saxon ideals. But that is neither here nor there.

What I want to say here in plain, sober English is this, "It is a wonder to me that the Englishman who comes out to China with his head filled with all the arrant nonsense written in books about the Chinese, that he can get along at all with the Chinese with whom he has to deal. Take this specimen, for instance, from a big volume, entitled, "The Far East: its history and its questions," by Alex Krausse.

"The crux of the whole question affecting the Powers of the Western nations in the Far East lies in the appreciation of the true inwardness of the Oriental mind. An Oriental not only sees things from a different standpoint to the Occidental, but his whole train of thought and mode of reasoning are at variance. The very sense of perception implanted in the Asiatic varies from that with which we are endowed."

After reading the last sentence an Englishman in China, when he wants a piece of white paper, if he follows the ungrammatical Mr. Krausse's advice, would have to say to his boy: "Boy, bring me a piece of black paper." It is I think, to the credit of practical men among foreigners in China that they can put away all this nonsense about the true inwardness of the Oriental mind when they come to deal

practically with the Chinese. In fact I believe that those foreigners get on best with the Chinese and are the most successful men in China who stick to the $2+2=4$, and leave the $a+b=c$ theories of Oriental inwardness and Anglo-Saxon ideals to John Smith and Mr. Krausse. Indeed when one remembers that in those old days, before the Rev. Arthur Smith wrote his "Chinese Characteristics," the relations between the heads or Taipans of great British firms such as Jardine, Matheson and their compatriots were always those of mutual confidence, mutual respect and, even, almost of mutual affection, passing on to one or more generations; when one remembers this, one is inclined to ask what good after all, has clever John Smith with his $a+b=c$ theories of Oriental inwardness and Anglo-Saxon ideals done, either to Chinese or foreigners?

Is there then no truth in Kipling's famous dictum that East is East and West is West? Of course there is. When you deal with the $2+2=4$, there is little or no difference. It is only when you come to problems as $a+b=c$ that there is a great deal of difference between East and West. But to be able to solve the equation $a+b=c$ between East and West, one must have real aptitude for higher mathematics. The misfortune of the world of to-day is that the solution of the equation $a+b=c$ in Far Eastern problems is in the hands of John Smith who not only rules the British Empire, but is an ally of the Japanese nation, John Smith who does not understand the elements even of algebraical problems. The solution of the equation $a+b=c$ between East and West is a very complex and difficult problem. For in it there are many unknown quantities, not only such as the East of Confucius and the West of King Yu Wei and the Vic-roy Tuan-fang, but also the West of Shakespeare and Goethe and the West of John Smith. Indeed when you have solved your $a+b=c$ properly, you will find that there is very little difference between the East of Confucius and the West of Shakespeare and Goethe; but you will find a great deal of difference between the West of Dr. Legge, the scholar, and the West of the Rev. Arthur Smith. Let me give a concrete illustration of what I mean.

The Rev. Arthur Smith, speaking of Chinese histories, says:—

"Chinese histories are anti-clerical, not merely in their attempt to go back to the rugged edge of zero for a point of departure, but in the interminable length of the sluggish and turbid current which carries on its bosom not only the mighty vegetation of past ages, but wood, bay and stony past all reckoning. None but a relatively timeless race could either compose or read such histories: none but the Chinese, however, could mount them over its cataracts of abomination."

Now let us hear Dr. Legge on the same subject. Dr. Legge, speaking of the standard dynastic histories of China, says:—

"No nation has a history so thoroughly digested, and on the whole it is trustworthy."

Speaking of another great Chinese literary collector, Dr. Keegan says:—

"The work was not published, as I once supposed, by Imperial authority, but under the superintendence and at the expense (aided by other officers) of Yuen Yue, Governor-General of Kwangtung and Kwang-si, in the 37th year of the last reign, 1829. The publication of so extensive a work shows a public spirit and zeal for literature among the high officials of China which should keep foreigners from thinking meanly of them."

The above then is what I mean when I say that there is a great deal of difference not only between the East and West but also between the West of Dr. Legge, the scholar, and the West of the Rev. Arthur Smith who is the collector, Dr. Keegan says:—

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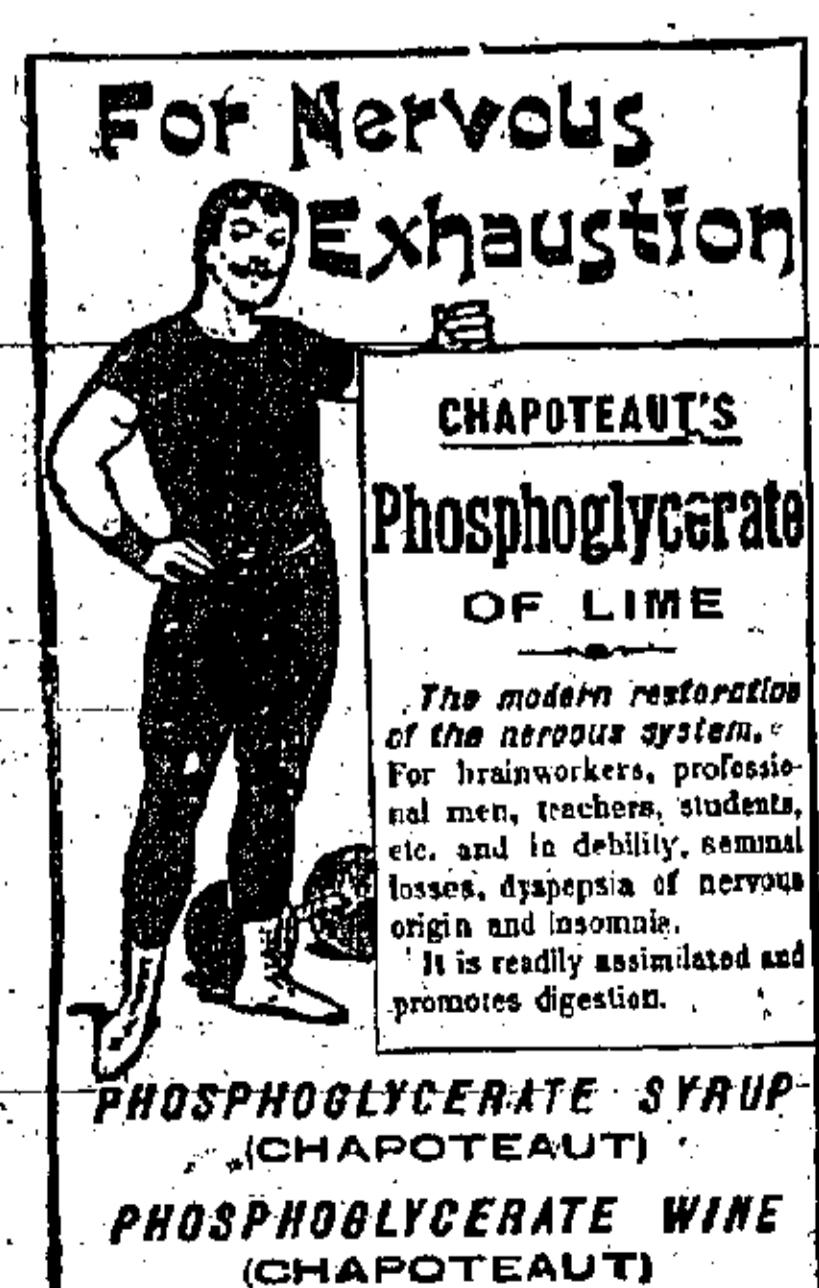
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THE Steamship

"FLINTSHIRE".
Captain G. C. Cundy, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th Oct. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th Oct., at 2.30 p.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by

SHIWEAN, TOMES & CO.,
Agents.

Hongkong, 12th October, 1906. [1906]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG".
having arrived from the above Ports, Consi-
gnees of Cargo by her are hereby informed that
their Goods will be delivered from along-
side.

Cargo impeding the discharge or remaining
on board after 4 P.M., the 19th inst., will be
landed at Consignee's risk and expense.
Claims for rain damage to Cargo landed into
Godown at Consignee's expense, will not be
allowed.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by

JARDINE, MATHEWS & CO.,
General Managers.

Hongkong, 15th October, 1906. [1906]

S.S. "AUSTRALIEN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNNEES of Cargo from London ex.s.s.
Bayard and Medoc, from Havre ex.s.s.
Bayard, from Bordeaux ex.s.s. Ville de Marseille,
in connection with above Steamer are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risks into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Co. Ltd, at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before NOON, To-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Under-signed. Goods remaining undelivered after
MONDAY, the 22nd Oct., at NOON, will be subject
to rent and handling charges.

All claims must be sent in to me on or before
the 22nd Oct., or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 22nd Oct., at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 15th October, 1906. [1906]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK".

All A.I.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length..... 722 feet.

Length on Blocks..... 714 "

Width of Entrance on Top..... 96 "

Width of Entrance on Bottom..... 88 "

Water on Blocks at Spring Tide..... 34 "

DOCK No. 1.

Extreme Length..... 533 feet.

Length on Blocks..... 513 "

Width of Entrance on Top..... 88 "

Width of Entrance on Bottom..... 75 "

Water on Blocks at Spring Tide..... 68 "

DOCK No. 2.

Extreme Length..... 571 feet.

Length on Blocks..... 356 "

Width of Entrance on Top..... 66 "

Width of Entrance on Bottom..... 53 "

Water on Blocks at Spring Tide..... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with
LATEST PLANTS and APPLIANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.

The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
especially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. 1175

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.

BY CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs
Service, Author of "The Mystery
Flower Land," etc.).

THE VOLUME which consists of 461
Pages, and includes a Sketch Plan of
historical interest showing the disposition
of the Forces at the battle of Kowloon, is dedicated
to Sir ROBERT MART, G.C.M.G., and Dr. A.
RENNIE.

Its description of Chinese Social Customs
and Superstitions, combined with the insight it
gives into political conditions in China makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese
Emblem in Gold.

PRICE..... \$3.50.

Published from Messrs. KELLY & WALSH
LTD., Messrs. W. BEEVER & CO., or from the
Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.

Hongkong, 23rd April, 1906.

1165.

DEATH OF PRINCE ALBRECHT
OF PRUSSIA.

Prince Albrecht of Prussia, Regent of the
Duchy of Brunswick since 1885 who died on
Sept. 19th as reported in our telegrams at the
time of his Silesian Castle of Kamenz, had a
stroke of paralysis. He was born at Berlin
on May 8, 1837, and was the eldest son of
Prince Albrecht, brother of the Emperor
William I, by his marriage with
Princess Marianne of the Netherlands. By
virtue of his mother's rights Prince Albrecht
was thus among the princes who were counted
in the line of the succession to the Dutch
Throne. As a grandson of King Frederick
William III, the late Prince was of a
young age called upon to fulfil the military and
other duties which devolved upon all the
male members of the reigning House of
Prussia. He duly served in the premier
regiment of the army, the 1st Footguards,
stationed at the University of Bonn, and by the
year 1866 had risen to the rank of an brigadier-
general, in which capacity he took part in
the victorious campaign of 1866 against
Austria. In the Franco-German War
of 1870-71, he was not at first entrusted
with an independent command, but in
the later stages of the campaign he commanded
a brigade at the battle of St. Quentin. In 1888
he was raised to the rank of field-marshall
and made chief of the 1st army inspection,
contrary to the tradition that Prussian princes
can only attain field-marshall's rank on the field
of battle. Prince Albrecht, however, always
enjoyed the reputation of being a thorough
soldier and, if I mistake not, the present Imperial
successors in Silesia are the first from
which he has been absent for a long series of
years.

After the elder line of the House of Guelph
had become extinct on the death of its last
representative, the reigning Duke William of
Brunswick, which took place on October
13, 1884, Prince Albrecht was chosen by the
Diet of Brunswick, on the proposal of the
regency council, to administer the duchy.
In 1879 a regency law was passed by the
Diet of Brunswick to the effect that if the
legitimate heir, the head of the younger
Guelph line, who is the Duke of Cumberland
and Hanover, were prevented from ascending the
throne, the regency council should be
constituted consisting of three Ministers of
State and the presidents of the Diet and of the
Court of Justice. It was the business of
this council to see that, in the event of the
Hanoverian heir being prevented for a whole
year from assuming the succession, a regent
should be elected by the Diet. At the Federal
council of the German Empire refused to
recognize the accession of the Duke of Cumberland
and Hanover on the ground that "it was incompatible
with the fundamental treaties of federation and
with the constitution of the Empire," the case
of a vacancy had arisen, and the regency council
proposed Prince Albrecht of Prussia, who on
October 29, 1885, was duly selected as Regent
during the disqualification of the Duke of
Cumberland. Prince Albrecht accordingly
assumed the regency on November 2 of
the same year. He undertook the duties,
however, with great reluctance, and only,
as he expressed it, in obedience to the
command of the Emperor. In the year 1891
the eldest son of the Duke of Cumberland,
Prince George William came of age, but,
although it was understood that the Duke had
renounced his Brunswick rights in favour of
his heir, no change was made in the Govern-
ment of the Duchy. On the contrary, a new
regency law was passed by the Diet in 1902,
according to which, even if there should be a
change in the person of the legitimate heir,
the Duke of Cumberland should die or should
renounce his rights in favour of his son, the
regency would nevertheless continue. On the
other hand, the regency itself is not hereditary;
it does not devolve upon the personal heir of
Prince Albrecht of Prussia; and his death
creates a vacancy which must be filled by
election on the part of the Brunswick Diet, as
in 1885.

It has from time to time been reported that
although the Duke of Cumberland was himself
determined not to renounce, or, owing to a
deathbed promise made to his father, the late
George V. of Hanover, was unable to renounce
his claim to the Hanoverian Throne, he was
nevertheless prepared to waive his objections to
a formal renunciation with regard to Hanover
on the part of his eldest son. It has also
been frequently announced that this son,
George William, who is about 25 years of age
and a captain in the Austrian army, was about
to take service in a Prussian regiment. A state-
ment of this kind was circulated only last week,
but, as usual, it was promptly denied. It would
appear that neither a meeting between the Em-
peror and the Duke of Cumberland, which took
place a few years ago at the Austrian Court
nor the restoration to the Duke of the 4,000,000
marks (\$2,000,000) of the confiscated "Guelph
fortune" of the House of Hanover availed to
bring about a political or even a personal
reconciliation or compromise. At the Court of
Denmark, with which the Duke of Cumberland
is closely related by marriage, he has always
avoided a meeting with the German Emperor,
or, as at the recent funeral of King Christian
IX, has only submitted to formal personal relations
under constraint of circumstances. It would
therefore seem improbable that on the occasion
of the death of the Regent the claim of either
the Duke or of his son to the Throne
would be recognized. There is, however,
a strong Guelph party in Bruns-
wick as in Hanover, but there is a distinct
difference between the views of the majority
of the Brunswick Guelphs and those of
the diminishing Hanoverian section. The
Brunswickers would like to see the legitimate
heir on their Throne, but they would be quite
willing that he should purchase his accession by
renouncing his claims to Hanover. The
Hanoverian Guelphs, on the other hand, firmly
maintain the rights of the Duke of Cumberland
both in Hanover and in Brunswick, and will
entertain no compromise. The probabilities are,
therefore, in favour of the nomination and
election of another Prussian Prince to the
regency, and it is by no means impossible that
the Emperor's second son, Prince Ernst
Friedrich, who has a high reputation for military
and political capacity, not only with his imperial
father, but also with the general public, may be
put forward as the official candidate.

Prince Albrecht's regency in Brunswick was
altogether uneventful—as was his public life,
unless, indeed, it be true that, as was currently
reported, he exercised his personal influence in
order to bring about a reconciliation between
the Emperor and Prince Bismarck after the
latter's retirement. The *Post* indeed states
that he successfully exerted himself to bridge
the gulf which arose in consequence of the
politics conducted in the Press between
Berlin and Friedrichshafen and that he pointed
out that "the world would never be able to
understand the situation if the Iron Chancellor
were to die without having been reconciled with
the Emperor." He possessed a great private
fortune, and in addition to his official residence,
and his country seats in Brunswick and in
Silesia, he maintained a large palace in
Berlin. He was a just and con-
scientious ruler, and he succeeded in
winning the respect, but not the affections
of the Brunswickers who resented the soldier-like
reserve and the coldness of his character as well
as his somewhat narrow religious principles of
Protestant orthodoxy, and also the very strict
economy with which, in spite of his great
personal wealth and ample civil list, his Court
was managed. It was a matter for regret in the
Duchy that always he spent a considerable portion
of the year on his Silesian estates. He was
often selected by the Emperor for special com-
mision

SHIPPING

ARRIVALS.
CALCAS, British str., 6728, O. P. Williams, 170. Oct.—Shanghai 14th Oct., General—Butterfield & Swire.
HAIFAN, British str., 1,183, J. S. Roach, 17th October—Foochow 14th Oct., Amoy 15th and Swatow 16th, General—Douglas Lapraik & Co.

HANGZHOU, British str., 1,357, Spencer Wilds, 17th Oct.—Shanghai 13th Oct., General—Jardine, Matheson & Co.

KIUCHANG, British str., 8,227, Miller, 17th October—Shanghai 11th October, General—Butterfield & Swire.

LISA, Swedish str., 998, H. Hornbäck, 16th October—Probolingo 2nd October, Sugar—Sandor, Wieder & Co.

LYDIA, German str., 1,772, Meyer, 17th Oct.—Haiphong 14th Oct., Coal—Siemsen & Co.

SHANTUNG, British str., 1,853, Nicoll, 16th October—Samnang 5th October, Sugar—Butterfield & Swire.

SHAWHUT, Amer. str., 9,605, Roberts, 17th Oct.—Tucumán 11th October and Amoy 15th, General—Jardine, Matheson & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE
Oct. 17th.

Binh-Thien, French str., for Bangkok
Tjipanau, Dutch str., for Java.

DEPARTURES

Oct. 18th.

LAISANG, British str., for Calcutta,
Oct. 17th.

CHINGTU, British str., for Australia.

ELTHAM, Norwegian str., for Bangkok.

KAWACHI MARU, Japanese str., for London.

MATILDE, German str., for Haiphong.

QUAETE, German str., for Takao.

SENEGAMIA, German str., for Hamburg.

SOUTH AMERICA, British str., for Manila.

WONGKI, German str., for Hangkock.

SHIPPING REPORTS.
The British str. *Cochis*, reports: Moderate N.E. monsoon and rough sea to Amoy, and light variable winds and fine to port.

The British str. *Hainan* reports: Fowchow to Amoy and Swatow N.E. monsoon. Swatow to Hongkong light W.N.W. winds, smooth sea and fine weather.

VEHICLES IN DOCK.
Oct. 17th.

ABERDEEN DOCKS—Signal, Chinkai Maru,
KOWLOON DOCKS—Sorayon, Vigilante, Ch.

Hordouin, Johanne, Fri, Francisque, Fathian,
Cloudia, Devanouye, Elida, Salbre, Empress of
Cathay.

CONSTITUTION DOCKS—I. F. Chapman,
Hygeia, C. Aver.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Capt. Mistorigo, will leave for the above places TOMORROW, the 19th inst., A.M.
For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents.

Prince's Building.

Hongkong, 11th October, 1906. [S]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIAN."

Captain J. S. Roach, will be despatched for the above ports TOMORROW, 19th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 16th October, 1906. [1923]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR SRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON,

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

Captain J. D. Andrews, R.M.R., carrying His Majesty's Mail, will be despatched from this office Bombay on SATURDAY, the 20th October at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. *Mongolia*, 9,506 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. *Marmora*, due in London on 1st December.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 8th October, 1906. [1906]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE L.P.C.A.R."

Captain W. D. Thomas, will be despatched for the above ports on TUESDAY, 23rd inst., at 3 p.m.

For Freight or Passage, apply to
DAVID SASOON & Co., Ltd.,
Agents.

Hongkong, 16th October, 1906. [1906]

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chafoo, Tientsin, Newchwang & Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [18]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews, R.M.R.	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Brit. str.	—	A. W. Anderson, R.M.R.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP	GLENARM	Brit. str.	—	Houghton	GIBSON Bros. & Gow	On 31st inst.
LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	—	—	SHEPPAR, TOME & CO.	About 15th Nov.
MARSEILLES, &c. via PORTS OF CALIFORNIA	TOURANE	Fren. str.	—	—	MISSOURI MARITIMES	On 30th inst., at 1 P.M.
MARSEILLE, HAVRE, COPENHAGEN, &c.	NIKOBAR	Dan. str.	—	—	—	About 30th Inst.
BELEM, VIA PORTS OF CALIFORNIA	PRINZ LUDWIG	Ger. str.	k. w.	von Bieneck	MELCHERS & CO.	On 24th inst., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	TEUTONIA	Ger. str.	k. w.	Girstenbräu	HAMBURG-AMERIKA LINIE	On 10th Nov.
HAVRE & BUREN & HAMBURG VIA STRAITS, &c.	HARBURG	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 16th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	Hildebrand	HAMBURG-AMERIKA LINIE	On 20th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k. w.	Schönfeld	HAMBURG-AMERIKA LINIE	On 30th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SIPHONIA	Ger. str.	k. w.	Brahm	HAMBURG-AMERIKA LINIE	On 20th Inst.
TRISTE, &c. via MANILA, &c.	PERSIA	Ans. str.	—	Craiglisto	SANDER, WIELER & CO.	About 10th Dec.
NEW YORK VIA PORTS & SUEZ CANAL	PETRONIA	Ras. str.	—	—	MELCHERS & CO.	About 2nd Nov.
NEW YORK	SIMOSA	Brit. str.	—	—	DODWELL & CO., LTD.	About 13th Nov.
NEW YORK VIA PORTS & SUEZ CANAL	YEDDO	Brit. str.	—	—	ARENHOLD, KARBERG & CO.	About 13th Nov.
NEW YORK VIA PORTS & SUEZ CANAL	BAEMAR	Am. str.	—	—	SHEPPAR, TOME & CO.	About 20th Nov.
NEW YORK VIA PORTS & SUEZ CANAL	TARTAR	Am. str.	—	—	CANADIAN PACIFIC R. CO.	On 25th inst., at 4 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF CHINA	Am. str.	—	—	DODWELL & CO., LTD.	On 24th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SHAWMUT	Am. str.	—	E. V. Roberts	TOY KISEN KAISHA	Middle of Dec.
SOUTH AMERICAN PORTS VIA MANILA	KASATO MARU	Jan. str.	—	W. E. C. S. Filmer	GIBB, LIVINGSTON & CO.	On 27th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	Helms	MELCHERS & CO.	To-day, at Noon.
YOKOHAMA & KOBE	SANDAKAN	Ger. str.	—	G. Wendig	BUTTERFIELD & SWINE	On 20th inst.
YOKOHAMA & KOBE	TATUAN	Brit. str.	—	—	—	On 22nd inst.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	SEGOVIA	Ger. str.	—	—	—	About 23rd inst.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	SUMATRA	Brit. str.	—	—	—	About 16th inst.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	CEYLON	Brit. str.	—	—	QUICK DISPATCH	Quick Dispatch.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	TIUBODAS	Dan. str.	—	—	—	On 25th inst., at 4 P.M.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	CHIPSHING	Brit. str.	—	—	—	About 18th inst.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	DELTA	Brit. str.	—	—	—	On 27th inst., at Noon.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	TRISTE	Brit. str.	—	—	—	On 27th inst., Daylight.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	SIPHONIA	Am. str.	—	—	—	To-morrow, at Noon.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	KICKLUNG	Brit. str.	—	—	—	To-day, at 4 P.M.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	HANGSANG	Brit. str.	—	—	—	To-morrow, at 8 P.M.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	FOOCHOW	Brit. str.	—	—	—	On 20th inst., at 4 P.M.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	YOUNGSANG	Brit. str.	—	—	—	On 23rd inst., at Noon.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	ROON	Brit. str.	—	—	—	On 23rd inst.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	REUNION	Brit. str.	—	—	—	On 23rd inst.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	JOHNSON MARU	Brit. str.	—	—	—	On 23rd inst., at 3 P.M.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	HATIAN	Brit. str.	—	—	—	On 27th inst., at 3 P.M.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	YOUNGSANG	Brit. str.	—	—	—	On 27th inst., at 3 P.M.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	ROON	Brit. str.	—	—	—	On 27th inst., at 3 P.M.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	ZAFIRO	Brit. str.	—	—	—	On 27th inst., at 3 P.M.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	SUNGXIANG	Brit. str.	—	—	—	On 27th inst., at 3 P.M.
YOKOHAMA VIA SHANGHAI JAPAN, &						

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	BEMARKS.
KOBE and YOKOHAMA	{ CEYLON Capt. G. W. Babot, R.N.R.	About 16th Oct.	Freight and Passage.
SHANGHAI	{ DELTA Capt. C. L. Daniel	About 18th Oct.	Freight and Passage.
LONDON, &c., VIA USUAL PORTS	{ DELHI Capt. J. D. Andrew, R.N.R.	Noon, 21st Oct.	See Special Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, MANILA, COLOMBO, POET SAID and MARSSEILLES	{ MANILA Capt. A. W. Anderson, R.N.R.	About 24th Oct.	Freight and Passage.

Hongkong, 17th October, 1906.

E. A. HEWETT,
Superintendent.

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	* TAIYUAN	On 20th October.
SHANGHAI	* KIUKIANG	On 22nd October.
SHANGHAI and CHINKIANG	* HANGCHOW	On 23rd October.
MANILA	* TEAN	On 23rd October.
CEBU and ILOILO	* SUNKIANG	On 23rd October.
SHANGHAI	* YOCHOW	On 24th October.

- The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
- Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
- Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 18th October, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUI VIA SWATOW	{ "JOSHIN MARU" Capt. H. OHTA	SUNDAY, 21st Oct., at DAYLIGHT.

- These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.
- Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th October, 1906.

T. ARIMA, Manager. [14]

**PASSENGER SEASON
1907.**

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

THROUGH STEAMER

FOR
MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON
SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 FIRST AND £42 SECOND SALOON,
To LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

PASSENGER SEASON 1907.

**IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:**

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

**CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.**

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,
AGENTS.

Hongkong, 12th October, 1906.

[1895]

**IMPERIAL GERMAN MAIL
LINES.**
NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.



STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG,
STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

PRINZ LUDWIG	WEDNESDAY	24th October
PRINZESS ALICE	WEDNESDAY	7th November
ROON	WEDNESDAY	21st November
BUDLOW	WEDNESDAY	5th December
PRINZ REGENT LUITPOLD	WEDNESDAY	19th December
		1907
PRINZ EITEL FRIEDRICH	WEDNESDAY	2nd January
SEYDLITZ	WEDNESDAY	16th January
PRINZ HEINRICH	WEDNESDAY	30th January
GNEISENAU	WEDNESDAY	13th February
PREUSEN	WEDNESDAY	27th February

• WEDNESDAY, the 24th day of OCTOBER, 1906, at NOON, the Steamship "PRINZ LUDWIG," Captain von Binzer, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd Oct. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 23rd Oct., and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd Oct.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	242 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

• TO NEW YORK VIA SUEZ
via NAPLES, GENOA or GIBRALTAR

return 115 0 0 79 0 0 47 0 0

via BREMEN or SOUTHAMPTON

return 68 0 0 46 0 0 27 0 0

via HAMBURG

return 123 0 0 83 0 0 49 0 0

• In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

ROUTE VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONSHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPLI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER.

SAILING DATES.

SANDAKAN	THURSDAY, 18th Oct.
WILLEHAD	TUESDAY, 13th Nov.
PRINZ SIGISMUND	TUESDAY, 14th Dec.

ON THURSDAY, the 18th OCTOBER, at NOON, the Steamship "SANDAKAN," Captain G. Wedig, with Mail, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	850.—	320.—	880.—	50.—
TO NEW GUINEA	228.—	1810.—	2140.—	return 222.—
TO BRISBANE	420.—	220.—	214.—	226.—
TO SYDNEY	223.—	223.—	215.—	229.10.—
TO MELBOURNE	234.10	224.10	216.—	244.10.—
TO YOKOHAMA	890.00	360.00	340.00	return \$170.00 \$120.
TO KOBE	865.00	370.00	350.00	return \$170.00 \$120.
TO HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class

POST OFFICE NOTICES.

Mails for "CANTON," "WUCHOW" and "SAMSHUI" will be closed on week-days at 7 a.m. and at 6 p.m. until further notice.
The Delta, with the English mail of the 21st Sept., left Singapore on Saturday, the 13th inst., at 11 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 21st August and the parcel mails closed in London on the early morning of the 12th of September.
The Siberia, with the American mail, left Shanghai on Tuesday, the 16th inst., at 7 p.m., and may be expected here to-morrow.

FOR
Tobrane.....
Macao.....
Manila.....
Bangkok.....
Swatow, Amoy and Foochow.....
Macao.....
Marta Simpson's, Frederick William...
ten, Sydney and Melbourne.....
Amoy and Manila.....
Shanghai, Nagasaki, Kobe, Yokohama,...
Victoria and Vancouver, B.C.
Shanghai, Moji, Kobe and Yokohama.....
Europe, &c., India via Tucicorin.....
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).....
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.).....
The Packed mail will be closed at 5 p.m. to-morrow.....

Macao.....
Singapore.....
Yokohama and Kobe.....
Manila.....
Swatow, Amoy and Tamsui.....
Shanghai.....
Shanghai.....

AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....

Singapore, Penang and Calcutta.....
Manila.....
Cebu and Iloilo.....
Shanghai and Chinkiang.....
Keeling, Moji, Kobe, Yokohama, Victoria, and Tacoma.....

EUROPE, &c., INDIA VIA TUCICORIN. (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).....
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.).....

Shanghai.....
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.). (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....

TO-DAY.
Sale, Sundry Household Furniture, Sales Rooms, Messrs. Buggles & Bough, 11 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

Oct. 17th.

ON LONDON.—
Telegraphic Transfer 23.
Bank Bills, on demand 23.
Bank Bills, at 30 days' sight 23.
Bank Bills, at 4 months' sight 23.
Credit, at 4 months' sight 23.
Documentary Bills, 4 months' sight 23.
ON PARIS.—
Bank Bills, on demand 23.
Credit, at 4 months' sight 23.
ON GERMANY.—
On demand 23.
ON NEW YORK.—
Bank Bills, on demand 54.
Credit, 60 day's sight 55.
ON BOMBAY.—
Telegraphic Transfer 168.
Bank, on demand 168.
ON CALCUTTA.—
Telegraphic Transfer 168.
Bank, on demand 168.
ON BRITAIN.—
Bank at sight 73.
Prizing, 30 days' sight 73.
ON YOKOHAMA—On demand—Pence 110.
ON MANILA.—On demand—Pence 110.
ON SINGAPORE.—On demand 31 p.m.
ON BATAVIA.—On demand 11 p.m.
ON HAIPHONG.—On demand 1 p.m.
ON BANGKOK.—On demand 60.
SOVEREIGN, Bank's Buying Rate 88.75.
GOLD LEAF, 100 fine, per tael \$48.40.
BAR SILVER, per oz. 321.

OPium.

Oct. 17th.

Quotations are— Allowances not to 1 catty.
Malwa New 3840 to — per catty.
Malwa Old 3840 to —
Malwa Older 31000 to —
Malwa V. Old 31049 to —
Persian fine quality 7700 to —
Persian extra fine 7700 to —
Patus New 3800 to — per chest.
Patus Old 3810 to —
Bengal New 3850 to —
Bengal Old 3830 to —

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. *Jelita* left Singapore for this port on the 13th inst., at 11 a.m., and is due here on the 18th inst., about 8 a.m.

THE AMERICAN MAIL.

The P. M. str. *Siberia* sailed from Shanghai on Tuesday, the 16th inst., at 7 p.m., and is due here on Friday, the 10th inst., at daylight.

The P. M. str. *China* sailed from Yokohama on the 17th for Hongkong, via Kobe, Nagasaki and Manila; and is due to arrive here on the 28th inst.

THE GERMAN MAIL.

The P. M. str. *Roon* left Colombo on Friday, the 12th inst., a.m., and may be expected here on or about the 23rd inst.

THE I.G.M. str. *Prince Ludovic* left Kobe via Nagasaki and Shanghai on Sunday, the 14th inst., p.m., and may be expected here on or about the 23rd inst.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* arrived at Nagasaki at 9.30 p.m. on Tuesday, the 16th inst., and left again at 6 a.m. on Wednesday for Shanghai, where she is due to arrive at 11 a.m. on Thursday, the 18th inst.

JOINT STOCK SHARES.

Hongkong, October 17th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$120, buyers
Banks—		
Hongkong & Sh.	\$125	\$802, sales & buy. London, £80.10
National B. of China	\$6	\$47.
Bell's Asbestos E. A.	125. 6d.	57.
China-Borneo Co.	\$12	\$10, sellers
China Light & P. Co.	\$10	\$10, sellers
China Provincial Co.	\$10	\$9.50, sellers
Cotton Mills—		
Ewo.	£1s. 6d.	£1s. 7d., buyers
Hongkong	£1s. 6d.	£1s. 7d., sellers
International	£1s. 75	£1s. 67.
Leou Kung Mow	£1s. 100	£1s. 82.
Soychoe	£1s. 500	£1s. 274.
Dairy Farms	£6	£17.
Docks and Wharves—		
H. & K. Wharf & G.	£50	£94, sellers
H. & W. Dock	£50	£153.
New Amoy Dock	£61	£17, sellers
Shanghai Dock and Eng. Co. Id.	£1s. 100	£1s. 100, sellers
Shih & H. Wharf.	£1s. 100	£1s. 25.
Fenwick & Co. Gov.	£25	£22.
Green Island Cement....	£10	£10, sales
Hongkong & Gas.	£10	£175, buyers
Hongkong Electric.	£10	£144, buyers
H. H. L. Traunway.	£100	£216, buyers
Hongkong Hotel Co.	£100	£115, sellers
Hongkong Ice Co.	£25	£240, sellers
Hongkong Ropes Co.	£10	£27, sellers
Hongkong S. Waterboat.	£10	£74.
Printed Matter and San- -ples—	10.00 A.M.	
Registration, Kowloon B.O.	10.00 A.M.	
Letters 11.00 A.M.		
Saturday, 20th, 1.15 P.M.		
Saturday, 20th, 3.00 P.M.		
Saturday, 20th, 3.00 P.M.		
Saturday, 20th, 5.00 P.M.		
Munday, 22nd, 3.00 P.M.		
Tuesday, 23rd, 5.00 P.M.		
Printed Matter and San- -ples—	10.00 A.M.	
Registration, 10.00 A.M.		
(Registration, with late fee of 10 cents, up to 10.45 A.M.)		
Registration, Kowloon B.O.	10.00 A.M.	
No late fee.		
Letters 11.00 A.M.		
Tuesday, 23rd, 2.00 P.M.		
Tuesday, 23rd, 3.00 P.M.		
Tuesday, 23rd, 3.00 P.M.		
Wednesday, 24th, 10.00 A.M.		
Wednesday, 24th, 2.00 P.M.		
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